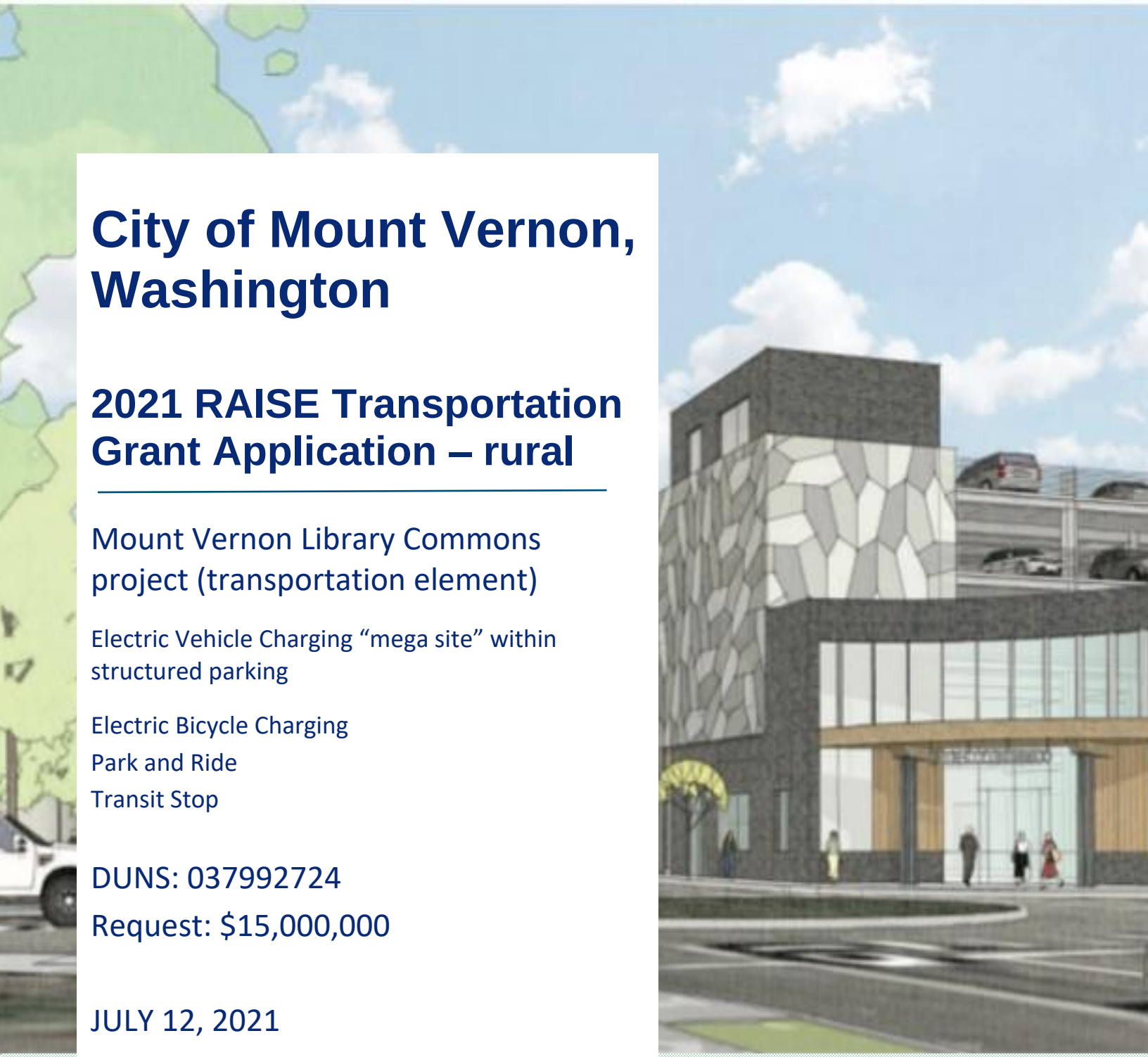

City of Mount Vernon, Washington

2021 RAISE Transportation Grant Application – rural

Mount Vernon Library Commons project (transportation element)

Electric Vehicle Charging “mega site” within structured parking

Electric Bicycle Charging
Park and Ride
Transit Stop

DUNS: 037992724

Request: $15,000,000

JULY 12, 2021

Mayor Jill Boudreau
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910 Cleveland Avenue
Mount Vernon, WA 98273

City of MOUNT VERNON

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Project Description

The City of Mount Vernon seeks a RAISE grant of $15,000,000 for a regional transportation element of a larger $45,000,000 multi-use municipal project with significant regional impact: the Mount Vernon Library Commons Project. The City has already secured $30,000,000. If awarded, the City would proceed to construction in early 2022.

This MULTI public use project includes public library services, community center space, and structured parking with a public mega-sized electric vehicle charging floor, park and ride, and transit stop. Combining several community needs, this project is being designed to be a climate resilient building through low carbon architecture and Passive House design, a voluntary standard for energy efficiency in a building, which reduces the building's ecological footprint.

The regional transportation element in the form of structured public parking, electric vehicle (EV) mega charging site, electric bicycle charging and parking, and transit stop combined with other infrastructure is a purposeful City investment to replace surface parking lost to our flood protection project and catalyze dense housing and commercial development. By consolidating surface parking into vertical parking infrastructure, the City incentivizes private investment and frees up public zoned land for redevelopment to multifamily housing and hotel use. Our historic downtown is transitioning to a more urban, compact, and vibrant mixed-use district.

The EV mega charging site is proposed to include 75 EV charging stations, the largest in Washington State, and will be used for daytime downtown visitors and overnight residential use, providing an equitable access for multi-family residents who may not have access to EV charging otherwise.

Skagit Station (Skagit Transit) is located 1 block from the Project site. This transit facility serves between 4,000-5,000 customers per day and regularly and routinely exceeds the capacity of their available parking. Multiple service providers including Amtrak, Bolt Bus, Greyhound, and Skagit Transit routes including 5 regional routes serving Whatcom County, Island County, and Snohomish County utilize Skagit Station. The parking structure will serve as a park and ride facility for Skagit Station also incorporating a new enclosed transit stop to ensure equitable access to those who rely on public transportation.

The regional transportation element of 300+ parking spaces includes 75 electric vehicle charging spaces. The project will double the capacity of EV public charging along the Interstate 5 corridor between Seattle and Vancouver B.C., contributing to the success of the Biden Administration priorities through U.S. Department of Transportation, Washington State Commerce Department State

energy strategy, the Pacific Coast Collaborative, Cascadia Innovation Corridor, and the West Coast Electric Highway collaboration of British Columbia, Canada, Washington, Oregon, and California. By building a high-performing parking structure and mixing multiple community needs, the City of Mount Vernon is showcasing leadership by a commitment to fostering sustainable, healthy, and forward-thinking cities. This highly visible project will educate citizens on the benefits of green building.

Image 1: Concept rendering of The Mount Vernon Library Commons

This project fulfills several City planning documents: 2008 Historic Downtown and Waterfront Masterplan, 2008 Downtown Mount Vernon Parking Garage Feasibility Study, 2013 HUD development report City by the River: Redevelopment Tools for Downtown Mount Vernon, 2014 Library Needs Assessment, 2017 Downtown Development Strategy, 2017 South Kincaid Subarea Plan, 2021-2026 Transportation Improvement Plan, 2021-2026 Capital Improvement Plan.

Based on investment interest and development applications, the Mount Vernon Library Commons project is projected to yield redevelopment of public surface parking lots to hotel, multi-family housing units, and enhance adjacent private development. This is projected in the economic forecast portion of the Downtown and Waterfront Masterplan after the completion of the flood protection project component in 2019.

The Mount Vernon Library Commons project qualifies as a rural project. While no match is required under RAISE guidelines, the City of Mount Vernon has secured $30,000,000 in funding of the anticipated $45,000,000 total cost. **The RAISE grant would be the "last in" funding for the transportation sub-component, allowing the City to proceed to construction in early 2022.**

Notable aspects of the project are as follows:

1. Designed for climate resiliency: using 30% less embodied carbon materials than traditional materials, Passive House design for ultra-low energy buildings that require little energy for heating or cooling, solar use and providing opportunity for vehicle to grid collaboration with an electric utility.
2. The project will establish stormwater management on the site
3. Double the size of the library and community center space
4. Provide equitable access to technology, computer use
5. Provide public free parking to include an estimated 75 electric vehicle charging stations

6. EV charging will serve as a visitor use during daytime and provide a residential charging option overnight for apartment dwellers or "garage orphans" in the historic downtown
7. Provide electric bicycle charging
8. Catalyze private development of multi-family housing, hotel, and business
9. Create 200 construction jobs and stimulate business growth in historic downtown
10. Allow higher use of surface parking lots
11. The project meets RAISE Primary Merit Criteria AND Secondary Merit Criteria

Historical Context

The Mount Vernon Library Commons project efficiently combines several municipal service components that have long been identified as community needs: Historic downtown area parking capacity, replacement of parking lost to the City flood protection project, larger public library space, community gathering and meeting space, climate resilient infrastructure.

In 2008, the City of Mount Vernon completed a comprehensive redevelopment master plan for its historic downtown area. The goals of that planning effort were to guide the investment of public and private resources in the downtown area over 20 years by focusing on density, housing, and a mixture of land uses. A key component of this plan is to provide the City's downtown area with 100-year flood protection. In 2019, the City achieved completion of the $30 million flood protection project and received a Letter of Map Revision from FEMA allowing the master plan strategy to continue implementation. Due to loss of parking spaces and anticipated waterfront development, the 2nd major master plan component of structured parking is enveloped in the Mount Vernon Library Commons project. "To accommodate a portion of the anticipated increase in parking demand, the capacity of the parking garage identified in the Framework Plan should be as large as practical. Garage capacity will be used to replace parking displaced by the construction of the flood control measures." (2008, Downtown and Waterfront Master Plan.) The waterfront redevelopment and downtown master plan project creates a significant opportunity for the City to recreate a vibrant, attractive riverfront and remove a major barrier to investment in the downtown area.

COMMUNITY COMMENTS

"I choose to live and work in Mount Vernon because it is centrally located to so many world class natural and human made wonders; and because of the great potential it has to become a city of vitality and creativity through human endeavor." ***Larry Hartford, Community Advisory Group, Downtown Master Plan, 2008***

"The library should provide, not only books, but the resources that help the community to thrive...the structure should reflect the Skagit Valley, and our cultural diversity." ***-public comment at community open house April 10th, 2014***

"Mount Vernon is a small City with progressive ideas. We have the ability to showcase and demonstrate climate resistant infrastructure with the Library Commons project." *Councilmember Iris Carias, 2021*

Public library needs assessment work was completed in 2014. The comprehensive plan was developed with significant community input including the City's Latino population. Objective measures of the declining level of service at the Mount Vernon City Library confirm perceptions shared by library patrons and staff that the existing building is 'small and functionally obsolete,' unable to meet current and future operational and service needs. At present, 36,000 residents are served by a library expanded to serve a population of 13,000 in 1981. The current level of library service is the lowest in the history of Mount Vernon, roughly one-third the level provided in 1981. If nothing is done, the existing building will require more significant maintenance and repair. The level of service will decline further as population grows. The 2014 recommendation of a stand-alone 40,000 square foot public library was viewed by City Council as financially unfeasible for a small City to build alone and sought out partnerships with the Mount Vernon School District, Skagit County government, and Skagit Valley College in addition to looking for multi-use options for a project.

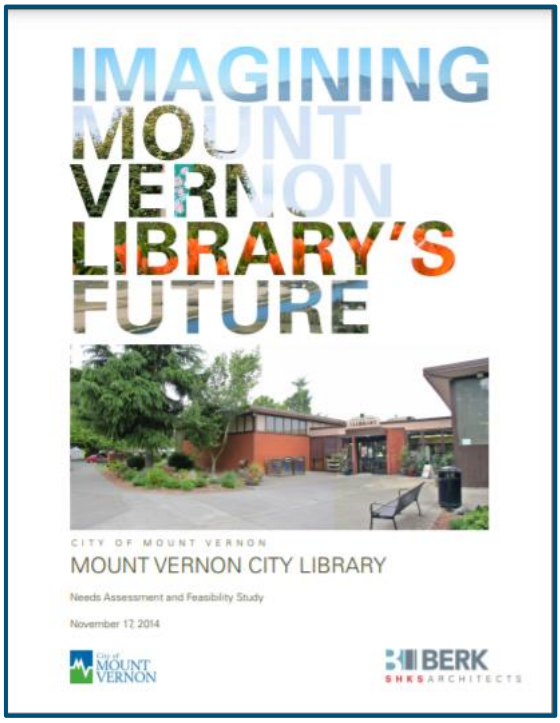


Image 2: Cover page of the 2014 needs assessment

Ultimately, the City's 2017 South Kincaid Subarea Plan revealed the idea of a multiple use public building located on the current project site.

In 2018, the City of Mount Vernon and Skagit County government worked together on a joint concept of combining the County run Senior Center with the City Public Library, completing a concept development report. The current Senior Center was built in 1900 and lacks basic modern facilities. Ultimately, the County sold the current project location property to the City for development and the City is building a combination use of a 30,000 square foot public library/community center space.

The location of the project will allow for parking use in the historic downtown core and the South Kincaid subarea plan. Parking is anticipated for use during the day by commercial needs, and multi-family apartment residential and hotel needs overnight.

Phase 1 environmental studies were completed in 2019, and the City is in Architectural/Engineering design today with an anticipated finish date of March 2022. The Mount Vernon Library Commons project is the first City building built from the ground up in more than 20 years. This opportunity allows the City to utilize low carbon architecture and showcase climate resilient and long-term environmental sustainability in a public building. The City project will be the first Passive House designed public building in Washington State (according to passivehouse-database.org), use all

electric for energy, have solar power generation, and advanced stormwater systems. In addition, an equity and underserved community analysis was completed. This revealed a barrier to EV ownership due to lack of public and residentially adjacent charging infrastructure.

Current Conditions

The current condition of the project location is 75% surface parking lot gated off for exclusive use of Skagit County government employees: 25% of the area and City public parking for the remainder. Currently, the County portion is not available for public use for festivals, street fairs, farmers markets parking, or general use. The parking lot requires maintenance each year and does not have any stormwater management system. The current lot does not provide any electric vehicle charging stations and is rarely used for any electric vehicle parking from the City's observations. Because the lot is currently being used for exclusive surface parking the cost of no-build is maintenance only, $1000 per year.

i. Project Location

Located in northwest Washington State, halfway between Seattle, Washington and Vancouver, B.C. Canada, the City of Mount Vernon is a small rural city of 36,000 within a one-hour drive of 8 million people. Mount Vernon is a city that is characterized by a "hometown" atmosphere, where residents and government work together in a trusting environment. It is adjacent to Interstate 5 and is the County Seat of Skagit County, Washington. The city has grown in population and has become a housing area for those who commute to Seattle or are retiring from large urban areas and are seeking a small-town lifestyle. The City limits covers approximately 12 square miles in 2021.

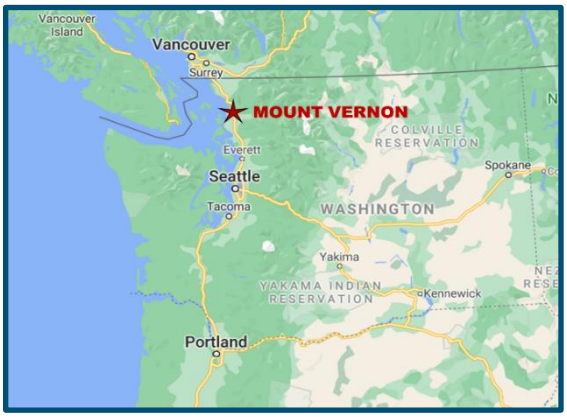


Image 3: Mount Vernon is 60 miles north of Seattle, Washington and 65 miles south of Vancouver, B.C., Canada

Architectural evidence points to the habitation of Coast Salish peoples for thousands of years in the region. Tribal histories point to 11 tribes once populating the Skagit Valley including the current Swinomish and Samish Nations.

In 1859, the first pioneers settled on the Skagit River delta establishing timber and farming production in the region and used the Skagit River as transportation. In 1891, the railroad came through opening more transportation infrastructure.

By the 1940s, there were approximately 4,000 farms in the Mount Vernon area. In addition, experimentation with commercial tulip growing started in the region. These developments led to the world-famous Skagit Valley Tulip Festival visited by thousands of people each year. The City's first Comprehensive Plan was created and adopted in 1960 and at the same time, Interstate 5 replaced Highway 99 and became a primary economic force in the region.

The City is also looking to the future of transportation. Mayor Boudreau served on the Washington State DOT "Ultra High-Speed Ground Transportation study" Executive Committee. This project is also part of a growing movement to mitigate the impacts of climate change by using clean energy. Rather than relying on congested highways or increasing air traffic, UHSGT offers a sustainable alternative to traveling greater distances quickly and reliably. If Ultra-High-Speed Rail becomes a reality, the City of Mount Vernon would be ready to support a station with park and ride uses.

The project address is 208 Kincaid Street, Mount Vernon, Washington, 98273.
Census tract 9525 and **adjacent to Census tract 9405 which is listed as an Area of Persistent Poverty**.

Image 4: Project location in downtown Mount Vernon. GPS 48°25'02.6"N 122°20'13.5"W

The location exists in one of the most densely built areas of the City and is adjacent to Interstate 5 and Washington State Highway 536 which travels west toward Anacortes, the gateway to the San Juan Islands. The historic downtown is relatively built out making reuse of existing vacant or underutilized building spaces, infill development of smaller vacant properties imperative.

The project is in the 1st Congressional District, represented by Representative Suzan DelBene as well as Senators Patty Murray and Maria Cantwell.

ii. Grant Funds, Sources and Uses of Project Funds

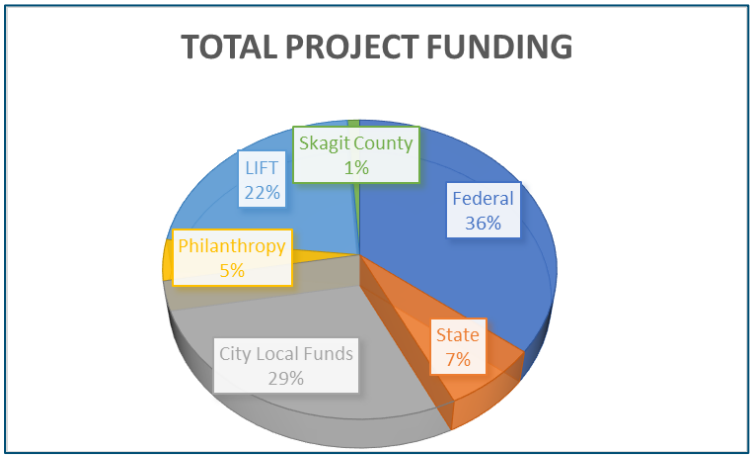
The total project cost is projected to be $45,000,000. The City has secured $30,000,000 representing 70% of the total project cost. If successful, the RAISE grant funding would complete funding and allow construction to begin in Spring 2022. While no local match is required for rural applications, Mount Vernon is proud to have worked hard and received significant support from the State of Washington, Skagit County, the Mount Vernon Library Foundation, and local City funds committed.

Requested RAISE grant funds will be used for construction. Other Federal funds identified for construction costs include a CDBG program loan of $1,000,000.

If USDOT reduces the amount of the award, the City has the option to phase the project elements by delaying the interior build out of the Library/Community Center space, saving for later completion. The regional transportation element of this project is the highest priority, given the City would continue to use the current library space until the complete funding is attained.

Table 1: Mount Vernon Library Commons TOTAL PROJECT estimate as of June 28, 2021

Category / Description	Cost	RAISE request	CDBG Loan	State of WA	Skagit County	City Funds	Library Foundation	LIFT award
Architect/Engineer Fees (11% of Direct Costs)	$3,578,753					3,578,753		
Total Construction Cost (TCC)	$35,675,938	15,000,000	1,000,000	3,250,000	500,000	3,925,938	2,000,000	10,000,000
Construction Management	$1,500,000					1,500,000		
Permits	$361,129					361,129		
Utilities	$500,000					500,000		
Project Soft Costs & Owner-direct Work	$3,384,180					3,384,180		
Total Project Costs:	**45,000,000**	15,000,000	1,000,000	3,250,000	500,000	13,250,000	2,000,000	10,000,000



Project: T-21-01 Library Commons Project: Regional Transportation Supporting Elements

Beginning Termini: 2nd Street
Ending Termini: 3rd Street
Project Area: 0.8 Acres
TIP Ranking: 5

Funding Sources:
City: $
Grants: $15,000,000 - Stimulus

Est Project Timeline:
PE: 2021
ROW: 2020
CONS: 2022

Existing Conditions:
Site acreage: 0.8 acres
Existing Parking 70 spaces
EV Stations: 0 spaces

Proposed:
0.8 acres – 4 Levels
300+ spaces
75 Level 2&3 spaces
150 spaces support Skagit Station

Basis for Project: The Mount Vernon Library Commons project is a Multi-use infrastructure project located in historic downtown Mount Vernon along Interstate 5. In addition to a library and community center, the project supports regional transportation with 75 public EV charging spaces and over 150 spaces available for park & ride use by Skagit Station, a multi regional transit faculty, effectively tripling existing parking capacity.

Item No	Description	Item Cost
1	Mobilization & Site Prep	$800,000
2	Earthwork & Subgrade	$300,000
3	Asphalt Surfacing	$300,000
4	Structure	$5,800,000
5	Garage	$3,600,000
6	Frontage Improvements	$200,000
7	Utilities	$250,000
8	EV Charging Stations	$250,000
9	Permitting	$100,000
10	Misc. Construction Elements	$1,100,000
	Construction SUBTOTAL	$12,700,000
	Contingency	$800,000
	Construction Management	$1,500,000
	Project SUBTOTAL	$2,339,000
	Design Engineering	
	ROW Acquisition	$0
	Project Total Cost	$15,000,000

Table 2: City of Mount Vernon Transportation Improvement Plan, T-21-01, Library Commons Project: Regional Transportation Supporting Elements project page

iii. 1. Primary Selection Criteria

iv(a). Safety

The Mount Vernon Library Commons project contributes to safety by providing the security of a structured and monitored parking structure, secure EV charging equipment, and secure electric bicycle charging equipment.

At conventional e-charging stations, e-bikers must unpack their home charger or take their battery out of the bike to put in the charger. The expensive battery and charger are often unsecured on the floor. If things are left unattended while they are charging, they are easy prey for thieves.

The safety benefits are difficult to reliably monetize and thus have been described qualitatively.

iv(b). Environmental Sustainability: Building design elements and regional impacts

This project is being explicitly designed to be a showcase building with advanced architecture and engineering for climate change resistance and long-term environmental sustainability.

The project also assists the State of Washington's climate action plan and legislative policy goals of:

- **Reducing carbon pollution**
- **Cleanest energy grid in the nation**
- **A top state for electric vehicles**
- **Energy efficient buildings and utilities**
- **Reducing super pollutants**

REDUCING WATER POLLUTION - STORMWATER

The Mount Vernon Library Commons project creates an opportunity to provide stormwater management, mitigation, and celebration. The site is currently a surface parking lot that consists of minor landscape islands, and mostly pollutant generating asphalt, which discharges untreated to the City's combined sewer system. The project will exceed requirements outlined in the City's Storm Water Management Manual. These upfront investments will reduce the need for stormwater treatment infrastructure and associated maintenance and operations downstream.

The project is designing the following options:

- plumbing the site to allow the City to separate this parcel from the combined sewer and discharge to a designated storm main, thereby reducing approximately 43,150-sf of area and 950-gpm & 1,400-gpm (10 & 100-yr events respectively) of runoff contributing to combined sewer overflow events
- providing enhanced water quality treatment for the pollutant generating rooftop runoff, which would result in 80% total suspended solids (TSS) removal, 30% dissolved copper removal, and 60% dissolved zinc removal
- and leveraging the proposed landscape and hardscape improvements to be functional, expressive, and attractive stormwater mitigation and conveyance facilities that are accessible and educational opportunities for the community.

IMPROVING ENERGY EFFICIENCY

The Library Commons will be one of the first Passive House-certified Libraries in the country when completed (according to passivehouse-database.org). The Passive House approach combines a super-insulated and super-sealed exterior envelope, which greatly reduces air leakage and thermal transfer, and carefully balanced mechanical ventilation with heat recovery, to achieve substantial energy savings. These strategies have a proven track record of performance in Europe and the United States.

We can compare potential savings by analyzing energy use intensity (EUI). EUI is a measure of the energy required to operate a building in kBtu, per square foot, per year. Using the Energy Star Portfolio Manager's Target Finder, we calculate a baseline library building to have an energy use intensity of 75.

By way of comparison, the Library Commons is targeting an EUI of 35. This is a 53% reduction from the Target Finder's 2012 baseline, and an estimated 25% reduction from the current 2018 Washington State Energy Code, which is already one of the most aggressive codes in the country. Additionally, an EUI of 35 would be a 47% reduction from the mean EUI of existing Libraries in western Washington State (4C climate zone) according to the Washington State Existing Building Energy Use Survey.

PHOTOVOLTAIC ARRAYS (SOLAR) SUPPORTING RENEWABLE ENERGY SUPPLY CHAIN

The baseline energy use intensity score (EUI) for the Project is 47, improving between 20-30% with Passive House design (EUI of 37.6- 32.9).

With a 35,436-sf roof, we can provide a 460 KW solar array which will cover 41% of the total anticipated load for a building EUI of 47. With an EUI of 37.6 it will cover 44%, and 46% for an EUI of 32.9.

CONSTRUCTION MATERIALS DESIGN, CHOICE, EMBODIED CARBON

The Mount Vernon Library Commons project is currently in the design and engineering phase. Engineering firm KPFF is working on a concrete mix for the structure and using previous studies for other material categories, however, *design is not far enough along to have quantifiable numbers from the actual project* model.

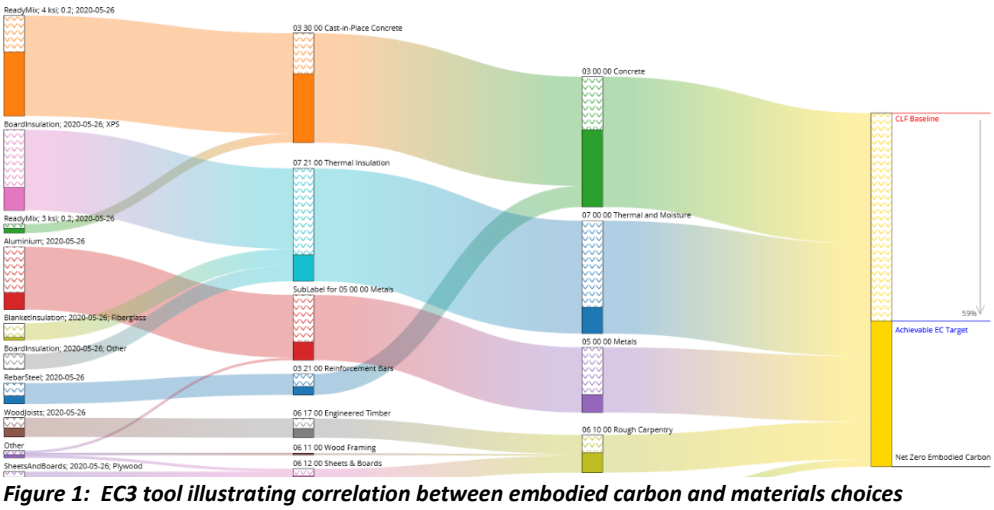


Figure 1: EC3 tool illustrating correlation between embodied carbon and materials choices

The design team will be using Tally and the EC3 tool to reduce the project's overall carbon footprint. These tools use life cycle data reported by manufacturers in Environmental Product Declarations (EPDs) to account for carbon

As we design buildings to be more efficient in their operations, embodied carbon in the product stage becomes a bigger piece of

the overall carbon footprint. This is where material selections can have a significant impact. Past analysis using Tally and EC3[5] has shown that concrete, metals, foam insulation, and asphaltic building materials generally have the greatest global warming potential (GWP), so the design team is specifically targeting these categories for the greatest impact by substituting lower-carbon materials.

Where possible, the design team will use natural insulating materials such as mineral wool instead of expanded foams, and wood instead of steel or aluminum. We will compare or combine low-carbon mix strategies for concrete, such as replacing a percentage of the Portland cement with fly ash, or newer mineralization technologies that chemically modify captured CO2 into calcium carbonate, sequestering it directly in the material.

The City believes that smart material choices alone could achieve up to a 30% reduction in embodied carbon.

STRUCTURED PARKING –REDUCING IDLING AND EMISSIONS

The parking garage will be designed to reduce energy usage and engine idling. State-of-the-art parking guidance occupancy sensors, energy-saving programmable lighting, exterior photocell lighting, and wayfinding will aid users to park expeditiously.

The structure itself will be 75% open, so it will not be required to have a ventilation system, which would require energy to operate. It will have high-efficiency LED lighting throughout to reduce energy consumption. It will incorporate wayfinding and space availability signaling to reduce the amount of circulating and idling to find spaces. It will also incorporate on-site energy production using photovoltaic arrays to offset energy consumption.

The garage is intended to be the largest electric vehicle charging facility in the area, with a minimum of 75 spaces and infrastructure for more. It will also allow for electric bikes, scooters, motorcycle parking, and bike racks, to support and promote ways to reduce fossil fuel consumption. The entire structure will be designed with ParkSmart Certification guidelines in mind.

ELECTRIC VEHICLE CHARGING – SUPPORTING A MODAL SHIFT THAT REDUCES EMISSIONS

Electric vehicle use and associated infrastructure is a key strategy to achieve both Local, State, and Federal goals of addressing climate change and advancing long-term environmental sustainability. The ability to charge a vehicle seems to be fairly limited to those with garages or collocated to charging units. Unfortunately, many charging stations supply very limited numbers of charging units, and further complications are units are generally located in commercially developed areas as opposed to residential areas. Data collected by the U.S. Department of Energy Alternative Fueling Station Locator shows the top 50 charging station locations by volume – only 2 have apparent

residential use: The Exchange Apartments in Salt Lake City, Utah and City Center DC, Washington D.C. Concentrating EV charging around workplace, airport, and educational institutions has been a first step; however, it is time to think about equity and accessibility for residential uses.

The Project will increase public EV charging stations by 300% in the City of Mount Vernon along the Interstate 5 corridor. According to the IEA Global EV Outlook Report 2020, global sales of electric vehicles have risen 40% year on year worldwide. The report states, "In 2019, indications of a continuing shift from direct subsidies to policy approaches that rely more on regulatory and other structural measures – including zero-emission vehicles mandates and fuel economy standards – have set clear, long-term signals to the auto industry and consumers that support the transition in an economically sustainable manner for governments."

With major car manufacturers publicly announcing shifts to all EV production by 2030 and government policy aligned with a 2030 goal, the City of Mount Vernon believes in future proofing our transportation infrastructure by building EV charging as a major component of the Project.

With RAISE grant funding the City can begin construction in early 2022 and ready for EV charging use in 2023. This would be an extremely fast increase of EV charging capacity along the I5 corridor.

VEHICLE TO GRID

Vehicle to Grid technology, also referred to as "V2G", allows the energy stored in electric vehicles to be fed back into the electricity grid to help supply energy at times of peak demand. Due to the low utilization rate of private electric vehicles, we can use the spare battery capacity to provide services elsewhere. An example of how this might work in our project: A person charges their EV upon arrival at a V2G charging station. They can program this to charge to 70-90%. When that point is reached and the V2G is discharging to the building's grid, the power will transfer directly to nearby car batteries that are still charging at the regular stations. If no cars are being charged, the discharged electricity will be used on garage lighting or other loads. This reduces the total energy consumption of our building, thereby balancing the energy system.

The current design team is working with Puget Sound Energy, the local electric utility to gain partnership and support for V2G in the Mount Vernon Library Commons Project.

iv(c). Quality of Life

AREAS OF PERSISTENT POVERTY

The project redevelops an existing surface parking lot into a structure that models energy efficiency, increases resiliency, and promotes EV use thereby reducing emissions. Its intent is to proactively reduce barriers for EV use by low income, disadvantaged communities, communities underserved by

EV charging transportation infrastructure addressing Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad* (86 FR 7619), specifically Section 219.

The City of Mount Vernon is enveloped in 6 census tracts, 2 of which are defined as Areas of Persistent Poverty: 9522 and 9523.01. The Mount Vernon Library Commons project contains public parking accessible to all, public library and community center which equitably serve these areas within the City, in addition to any County resident for borrowing privileges, and any visitor to the building for use of the services regardless of residency.

Census tracts 9522 and 9523.01 have a high concentration of multifamily housing and Latino population. The project will expand equity for underserved residents who may not have access to EV charging units by providing the service while community members benefit from public library services. The City has a commitment and history of focused services to underserved populations by conducting specific outreach in schools and residential locations, supporting a neighborhood police and learning station in partnership with the Mount Vernon School District, bilingual staff, and community recreation events. EV charging infrastructure in Census tract 9523.01 is nearly non-existent in the densely developed multifamily housing area.

The City of Mount Vernon has completed a Racial Equity & Community Impact report for the Mount Vernon Library Commons Project – accessed through the City website project page.

GARAGE ORPHAN ELECTRIC VEHICLES

The City of Seattle Office of Sustainability and Environment produced a report titled "Removing Barriers to Electric Vehicle Adoption by Increasing Access to Charging Infrastructure" in 2014.
The report studied and defined barriers in unique Seattle neighborhoods stating, "While most current EV users access charging at home, usually in garages, there are potential EV adopters who lack access to reliable off-street parking for charging. These EV adopters own vehicles that are defined as 'garage orphan EVs.'"
The highest-ranking strategies based on the methodology used and analysis done in this study are After-hours Access to Private Lots and After-hours Access to Institutional Properties. These strategies apply to neighborhoods that have surface, private, and institutional parking lots that are not used through the night. While the study was not able to provide a business case analysis, the City of Mount Vernon recognizes the opportunity to provide EV charging in a densely populated area with shared and efficient use of EV charging infrastructure for commercial, residential, and future residential uses.

The quality-of-life benefits are difficult to reliably monetize and thus have been described qualitatively.

iv(d). Economic Competitiveness

STRUCTURED PARKING AS INFRASTRUCTURE

In 2008 the City undertook major master planning efforts for the historic downtown area including land use, flood protection, parking infrastructure, and public/private investment opportunities. Over the past 13 years the City has followed the plan completing a significant flood protection project and obtaining a FEMA Letter of Map Revision obtaining flood protection to pave the way for further investment in multifamily housing, hotel, and other economic development investment.

The bulk of public parking in the downtown core is comprised of waterfront surface parking of 355 parking spaces. The completion of the flood protection project eliminated 30 parking spaces from the already strained downtown parking inventory. The City's masterplan to use surface parking lots along the waterfront for multifamily housing and hotel development is ideal for this small City; however, eliminating 300 more parking spaces in the downtown (more than 20% of inventory) is not an option in a rural setting unless parking inventory is replaced. The feasibility for a centrally located parking infrastructure was studied and proven with the Downtown Mount Vernon Parking Garage Feasibility Study in 2008.

Currently the City is leasing a surface parking lot of 85 parking spaces for $30,000 per year to provide ample parking for downtown businesses and events.

DEVELOPMENT POTENTIAL

A refreshed master plan implementation strategy was produced in 2017 by Collins Woerman illustrating the need to prioritize infrastructure to attract investment. This report detailed specific parcels for development in the downtown core and concluded the City needed to maintain its focus of providing parking infrastructure.

The Mount Vernon Library Commons Project is a fulfillment of the next step in master planning by securing central parking infrastructure to allow dense development with minimal parking requirements for each parcel and to redevelop any underutilized land, like surface parking spaces.

This allows investors to build multi-family housing close to Skagit Station, Interstate 5, and walkable to medical services, grocery, government services, and recreation.

The Project also links to the objectives in the 2018 South Kincaid Subarea plan; bringing economic opportunity to historic downtown and fulfilling a decade of City goals.

Image 5: Concept of redevelopment from South Kincaid Subarea Plan

In the past 10 years, the City has seen increased investment as predicted by the 2008 Master Plan. This investment accelerated after the completion of flood protection in 2019. For example, Skagit Valley Food Co-op expanded operations in 2017. Between 2018 and today, Perry/Carlson Gallery, District Brewing Pizza, A Taste of India and Bare Boutique have located and opened in completely renovated buildings. Four downtown properties have renovated for mixed use of retail and residential in the past 5 years.

According to the State of Washington, there is a growing trend towards EV tourism, and we are seeing it embraced not just by local cities that want to encourage tourism but also by the private sector. EV charging stations at hotels, restaurants, and wineries is a way to encourage people to come to your location and spend a little time and money while their car charges up. The City can capitalize on this trend with the Project, conveniently located in historic downtown – which boasts 77 locally owned small businesses, a waterfront promenade, farmers market, street festivals, and hosts regional festivals like the Skagit Valley Tulip Festival, Skagit County Highland Games and the Skagit Festival of Family Farms.

<u>JOB CREATION</u>

The project will use electrical apprentices from the Mount Vernon IBEW Local #191, NWEJATC apprentice program for installation of EV charging units.

The economic competitiveness benefits are difficult to reliably monetize and thus have been described qualitatively.

iv(e). State of Good Repair

The Mount Vernon Library Commons project will improve the condition of the current surface parking lot to a facility that can accommodate 200% more vehicles, upgrade the 70-year-old library building with the most efficient possible design and engineering, installation of surface water handling, relocation of water lines, cleanup of abandoned utilities and stabilization of soils surrounding the Project location.

Current pavement conditions are maintained by Skagit County government. Left unimproved the location will remain a surface parking lot for County employees.

The construction of the Project will require vertical compaction for the project foundation. This engineering design increases the lateral pressure and improves the capacity and shear resistance of the surrounding soils, resulting in an over-consolidation of the soil around each geo-pier, which together with the high rigidity of the element allows effective settlement control.

The state of good repair benefits are difficult to reliably monetize and thus have been described qualitatively.

iv. 2. Secondary Selection Criteria

iv2(a). Partnership

In small communities, partnerships are essential to accomplishing large goals. The Mount Vernon Library Commons will be the largest economic development project in the history of Skagit County.

Partnerships with Skagit Transit allow a new transit stop as part of the project, and park and ride use for Skagit Station. Skagit County has sold the land to the City, and the project anticipates using electrical apprentices from the Mount Vernon IBEW Local #191, NWEJATC apprentice program for install of EV charging units.

The Mount Vernon Library Commons has vast community support. Letters of support are attached and include support from:

Congresswoman Suzan DelBene (1st Congressional District)	State Senator Liz Lovelett (40th District)
Sustainable Connections	State Representatives Lekanoff, Ramel, Paul (40th District)
Visconsi Companies Ltd.	Port of Skagit

Economic Development Association of Skagit County	Skagit Valley College
Mount Vernon Chamber of Commerce	Mount Vernon School District
Mount Vernon Downtown Association	Mount Vernon Library Foundation
Samish Indian Nation	Brensel Hospitality Consulting

iv2(b). Innovation

INNOVATIVE TECHNOLOGY – see the previous discussion of Vehicle to Grid (V2G)

ELECTRIC BICYCLE CHARGING

Electric bicycles have significant growth forecasted in the US according to IMARC and Allied Market Research. AMR states "the global electric bike market is valued at $40.3 million in 2019 and is expected to reach $118.7 million by 2030 registering a CAGR of 10.5% between 2020-2030." The growing popularity of E-bikes around the globe is attributed to the following factors: flexible, versatile, and eco-friendly transportation, health benefits, and are an efficient solution to short commutes.

E-bikes are less expensive than cars, do not require a license, and can be used on existing bicycling infrastructure. According to AMR, innovative governments are focusing on charging infrastructure for this eco-friendly mode of transportation. Tokyo, Japan installed solar panels to charge electric bicycles in 2010.

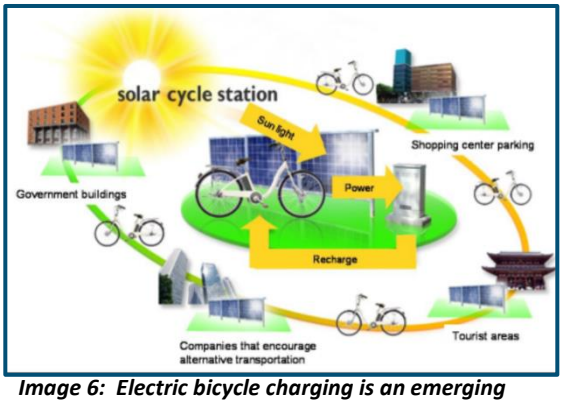


Image 6: Electric bicycle charging is an emerging need for an anticipated $118 million market in the United States by 2030.

The Mount Vernon Library Commons project will include electric bicycle charging. No public electric bicycle charging has been installed in the City to date.

The City views electric bicycles as an equitable clean energy transportation alternative and electric bicycle charging as a transportation infrastructure component. Installing bike charging for residents, tourism, environmental sustainability, and emission reduction, is a way to meet all the stated goals in this application.

No extraordinary permitting is required to incorporate E-bike charging infrastructure.

v. Environmental Risk Review

The City has completed extensive work on the Mount Vernon Library Commons project beginning with identifying structured parking need in 2008 and library needs in 2014. During the past decade

the City completed a property location assessment, explored partnerships, completed concept design and phase 1 environmental assessments, and secured 70% of the projected funding.

The project schedule is driven by the need to secure the balance of expected construction funding. To date, the City has secured 70% of the $45 million projected project cost. Final design and engineering are currently taken place and NEPA has begun. The City seeks a RAISE grant to complete funding and begin construction in a timely manner after acquiring all Federal, state, and local permits.

The major identified risk is a delay of the project due to construction delay and escalating construction costs. Even though the City of Mount Vernon is a small rural city, we are unfortunately competing for bids, construction labor and supplies with the King County, WA/Seattle construction market. The Mortenson Cost Index is showing a single quarter increase of nearly 5% nationally and 5.2% in Seattle. Over the last twelve months, costs increased 6.7% nationally and 7.1% in Seattle. Using a 7% increase in construction, the project cost could rise by $2,530,000 if construction delays past 2022.

V(a) PROJECT SCHEDULE

Activity	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Needs assessment										
Preliminary Design										
Phase 1 Environmental Assessment										
Property Acquisition										
Final Design & Engineering										
Permitting										
Secure total construction funding										
Advertise for bids										
Construction										
Obligate RAISE funds										
Open										

V(b) REQUIRED APPROVALS

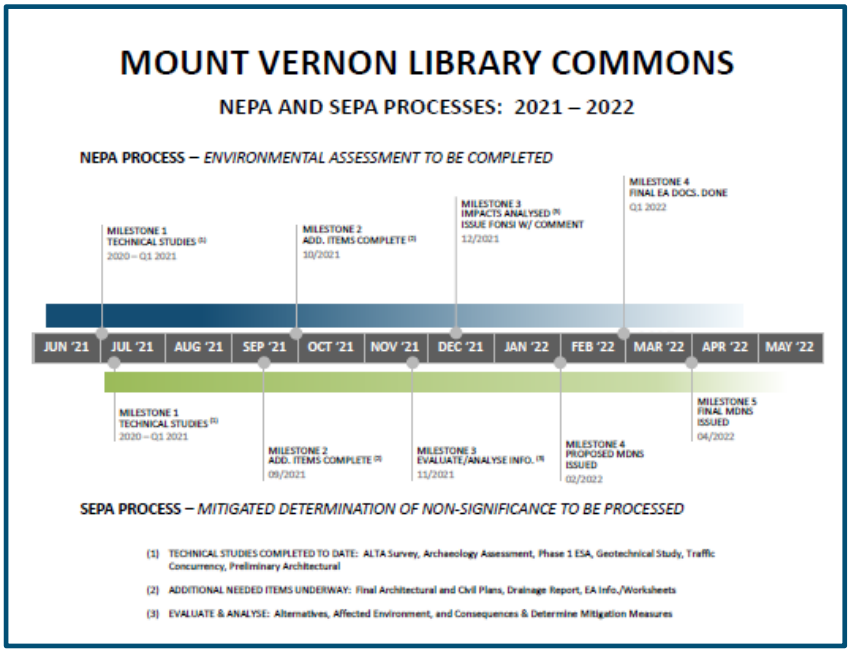
V(b1). National Environmental Policy Act (NEPA) & Washington State Environmental Policy Act (SEPA) The City of Mount Vernon has initiated NEPA but not completed NEPA. To date the following has been accomplished:

1. Determined Environmental Review (NEPA and SEPA) necessary
2. Technical reports completed (linked here):
    - ALTA Survey

- Land Use Analysis
- Archaeology Assessment
- Phase 1 ESA
- Geotechnical Study
- Traffic Concurrency
- Preliminary Stormwater Analysis, Architectural Evaluation, Civil Review

3. Evaluation of Significant Effects/Impacts completed. Determination that an Environmental Assessment (EA) is required, and Environmental Impact Statement (EIS) is not required

4. Consults under contract preparing EA for NEPA process and SEPA process SEPA Checklists for completion of this requirement.



The NEPA and SEPA process is designed to be completed by April 2022, in coordination with full design and permitting.

The NEPA document will evaluate potential impacts to park and cultural resources, streams and wetlands, air quality, storm and surface waters, and neighboring homes.

Extensive public engagement has been underway for these project components since 2008. Including: a 30 member Citizens Advisory Group for the 2008 Historic Downtown and Waterfront Masterplan; 2014 Library Needs Assessment advisory group; public participation events, interviews for specific groups including a Latino advisory group; 2018 South Kincaid Subarea Plan public engagement events, interviews with property owners and business owners; 2018 Mount Vernon Library Commons community needs assessment; 2019 Mount Vernon Library Commons concept development design advisory interviews; 2021-2026 Transportation Improvement Plan public comment and public hearing; 2021-2026 Capital Improvement Plan public hearing. The City has taken public engagement seriously and documented these efforts in all the public planning documents.

V(b2). State and Local Approvals completed:
City of Mount Vernon Transportation Improvement Program (TIP) adopted on June 23, 2021
City of Mount Vernon Capital Improvement Plan 2020-2026
City of Mount Vernon South Kincaid Subarea Plan 2018, adopted objectives 1.4

V(c). Assessment of Project Risks and Mitigation Strategies:

Risk #	Risk description	Affect on Project Start and Completion	Mitigation Actions	Risk Assessment
1	Environmental approvals / permitting	Scheduled project bid advertisement is delayed because Environmental permitting is not obtained	Proactively worked with Environmental reviewers and stakeholders to address concerns	Medium
2	Unknown soil conditions	Delay of Project	The City has proactively completed soil, groundwater, and geotechnical assessment, including borings and test pits. But, you never know until you start digging! If anything is found work quickly to mitgage. Build in contingency funding and time for construction	Low
3	Utilities not located as planned	Delay of Project, Impact to design	Early review of existing conditiions documentation. Perform underground investigations to confirm critical locations	Low
4	Work within the water table	Increased cost for handling and disposal. Delay to construction schedule	Build into specs and contingency. Contract provisions to address these potential unknowns and City's experience	Low
5	Material costs escalate unexpectedly due to change in market conditions	Increase in costs	Identify materials with volatile cost amounts and develop specificationfor cost adjustment.	Medium

6	Federal funding	Project funding	Ensure complete and accurate fundign grant application for review. Ensure specifications reflect requirements imposed due to the federal funding. Ensure accurate reporting of federal funding requirements.	Medium

vi. Benefit Cost Analysis (BCA)

The BCA benefits for the transportation element of the Project are based on emissions reduction through use of the EV charging stations. The City used the Argonne Laboratories Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool to determine emissions reduction from EV charger use, then using the USDOT guidance found in Benefit-Cost Analysis Guidance for Discretionary Grant Programs, Office of the Secretary, February 2021, applied values from Table A-6: Damage Costs for Emissions per metric ton.

5-year Benefit-Cost Summary - Transportation element only

Benefit/Cost	**Benefit (Cost 3% Discount) per USDOT Guidance for CO_2 Equivalents**
Emissions Reduction Benefit Level 2 Chargers	$27,799,027
Emissions Reduction Benefit DC Fast Chargers	$12,435,816
Total Discounted Benefits	$40,234,842
Total Discounted Cost	$14,607,477
Benefit to Cost Ratio	2.75

The table above illustrates the BCA for the Transportation Element only. Use of EV charging was based on a conservative projection through the AFLEET tool of an initial 5% utilization of the Level 2 chargers and 25% utilization of the DC Fast charger units. A 5-year time frame was used for the BCA analysis because technology around electric vehicles and electric vehicle charging changes rapidly. To be conservative, the City chose to not include increased usage of EV charging over the 5-year analysis. The overall building life is expected to be 50 years, however, uses can change over time. The City felt that using a 5-year BCA was responsible in quantifying use of public funding for EV charging infrastructure.

Because the Project is multi-use with additional elements of public library and community center benefits, an additional BCA was prepared illustrating total project costs and benefits.

5-year Benefit-Cost Summary - Full multi-use project

Benefit/Cost	Benefit (Cost 3% Discount) per USDOT Guidance for CO_2 Equivalents	Benefit (Cost 7% Discount)
Emissions Reduction Benefit Level 2 Chargers	$27,799,027	
Emissions Reduction Benefit DC Fast Chargers	$12,435,816	
Library Collection Benefit		$4,293,371
Library Research Benefit		$534,148
Community Room Benefit		$69,171
Total Discounted Benefits	$ 45,131,532	
Total Discounted Cost	$41,225,173	
Benefit to Cost Ratio	1.09	

The table above illustrates EV charging benefits and library benefits. The EV benefits are the same as described in the previous BCA table. The library benefits are conservatively calculated based on current Mount Vernon public library circulation numbers and historical increases in usage, cost, and operational costs. A 5-year analysis period was used for consistency.

Additional benefits not quantified in the BCA that would be the result of the Mount Vernon Library Commons Project Transportation Element include:

1. Stormwater treatment: the current site does not have any stormwater treatment
2. Low Carbon Fuel Standards credits: The Washington State Legislature passed Clean Fuels Program legislation in April, paving the way to establishing a low carbon fuel standard to reduce greenhouse gas emissions. The legislation is currently in 'rule making' and will be implemented by the Washington State Department of Ecology.
3. Property value increase in the vicinity of the project
4. Return on investment: by providing public parking the City will now look to redevelop City owned surface parking along the waterfront of historic downtown
5. Increased EV use within Skagit County
6. Increased electric bicycle use in Skagit County
7. Increased energy production through solar installation as part of the Project
8. Parking stall valuation can mean $20,000 per year in retail sales

Conclusion – A Once in a Lifetime Project

The Mount Vernon Library Commons Project has been identified as fulfilling community needs now and for a generation to come. The Project represents the final piece of public infrastructure necessary for the Mount Vernon Historic Downtown Master Plan to proceed into private investment in our small city. The Project has broad support from the community, public stakeholders, private industry, higher education, and elected officials from all levels of government. We need USDOT as a partner to deliver this community asset. Thank you for your consideration! Join us in this showcase project!

Appendix A: Benefit Cost Analysis data

The following content is the data used in the BCA portion of the Project narrative.

5-year Benefit-Cost Summary - Transportation element only

The City used the Argonne Laboratories Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Tool to determine emissions reduction from EV charger use:

Electric Vehicle Charging Calculator

	Parking Lot	Retail & Leisure	Education	Healthcare	Workplace	Multi-Unit Dwelling	Single-Unit Dwelling
Level 2 Charger Inputs							
Default Weekly Level 2 (L2) Utilization	High						
Number of L2 Chargers	0	60	0	0	0	0	0
Weekly Utilization (sessions/week)	0.0	21.0	9.0	7.0	7.5	4.0	7.5
Daily Utilization (sessions/day)	0.0	3.0	1.3	1.0	1.1	0.6	1.1
Average Session Power (kW)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Average Charge Time (hours/session)	2.5	1.5	2.5	2.5	2.5	3.5	2.0
Electricity Dispensed (kWh/session)	10.0	6.0	10.0	10.0	10.0	14.0	8.0
Electricity Dispensed (kWh/day)	0.0	1,080.0	0.0	0.0	0.0	0.0	0.0
Electricity Dispensed (kWh/year)	0	394,200	0	0	0	0	0
Annual EV Miles from L2 Charging	0	1,321,126	0	0	0	0	0
DC Fast Charger Inputs							
Default Weekly DC Fast Utilization	High						
Number of DC Fast Chargers	0	15	0	0	0	0	0
Weekly Utilization (sessions/week)	26.0	26.0	26.0	26.0	26.0	26.0	26.0
Daily Utilization (sessions/day)	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Average Session Power (kW)	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Average Charge Time (hours/session)	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Electricity Dispensed (kWh/session)	8.6	8.6	8.6	8.6	8.6	8.6	8.6
Electricity Dispensed (kWh/day)	0.0	481.4	0.0	0.0	0.0	0.0	0.0
Electricity Dispensed (kWh/year)	0	175,701	0	0	0	0	0
Annual EV Miles from DC Fast Charging	0	588,845	0	0	0	0	0

The calculations above reflect the Project EV charging unit distribution of 60 Level 2 Chargers and 15 DC Fast Chargers with utilization rates of 5% and 25% respectively.

After the inputs for number of chargers and utilization rates was inputted, the AFLEET tool determined energy use emissions calculations that were then calculated with USDOT guidance (Damage Costs for Emissions per metric ton) to result in BCA valuations. Per USDOT guidance CO_2 equivalent emissions are to be discounted at 3% as reflected in the analysis.

Energy Use and Emissions Calculations

Annual Petroleum Use Benefit (barrels)							
Level 2							
L2 Petroleum Use Benefit	0.0	883.0	0.0	0.0	0.0	0.0	0.0
DC Fast							
DC Fast Petroleum Benefit	0.0	393.6	0.0	0.0	0.0	0.0	0.0
Annual Greenhouse Gases (GHGs) Benefit (short tons)							
Level 2							
Gasoline GHGs - Life-Cycle	0.0	502.4	0.0	0.0	0.0	0.0	0.0
Gasoline GHGs - Vehicle Cycle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EV GHGs - Life-Cycle	0.0	148.6	0.0	0.0	0.0	0.0	0.0
EV GHGs - Vehicle Cycle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Level 2 GHG Benefit	0.0	353.8	0.0	0.0	0.0	0.0	0.0
DC Fast							
Gasoline GHGs - Life-Cycle	0.0	223.9	0.0	0.0	0.0	0.0	0.0
Gasoline GHGs - Vehicle Cycle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
EV GHGs - Life-Cycle	0.0	66.2	0.0	0.0	0.0	0.0	0.0
EV GHGs - Vehicle Cycle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
DC Fast GHG Benefit	0.0	157.7	0.0	0.0	0.0	0.0	0.0
Annual Air Pollutants Benefit (lb)							
Level 2							
Total							
CO	**0.0**	**3,735.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NOx	**0.0**	**51.4**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM10	**0.0**	**5.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM10 (TBW)	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	**0.0**	**5.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM2.5 (TBW)	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
VOC	**0.0**	**17.2**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
VOC (Evap)	**0.0**	**296.5**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SOx	**0.0**	**4.8**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
DC Fast							
Total							
CO	**0.0**	**1,665.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
NOx	**0.0**	**22.9**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM10	**0.0**	**2.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM10 (TBW)	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM2.5	**0.0**	**2.6**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
PM2.5 (TBW)	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
VOC	**0.0**	**7.7**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
VOC (Evap)	**0.0**	**132.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
SOx	**0.0**	**2.1**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**

5-year Benefit-Cost Summary - Full multi use project

Because the Mount Vernon Library Commons Project is a multi-use municipal building, there are public library and community center benefits calculated in the full project BCA calculations. The data used to determine library collection costs are based on current Mount Vernon public library circulation numbers and historical increases in usage, cost, and operational costs. This is an extremely conservative approach considering a new facility will double square footage and capacity to serve a greater number of people.

The library circulation data was also provided in a 5-year analysis period for consistency. Circulation was increased at a modest 2% each year for the calculations. Library collections costs (represents physical items, hard copies) were calculated with a 10% per year cost increase, while library research items (digital items) were calculated with a 2% per year cost increase. Operating costs for library benefits increased at 2% each year, reflective of current operational costs.

Community center benefits in the form of room rentals were also calculated with historical data from the City of Mount Vernon current rental facilities and a study of other rental spaces near the Project. Extremely conservative increases in use and revenue were calculated.

Library Collection Benefit	Circulation Annual Average	Cost Per Item	Material Benefit Annually	Overhead costs for circulation	Annual Benefit	Discount Rate 7
2024	108213	$ 12	$ 1,298,556	$ 628,432	$ 670,124	
2025	110377	$ 13.2	$ 1,456,980	$ 641,001	$ 815,979	
2026	112585	$ 14.5	$ 1,634,731	$ 653,821	$ 980,911	
2027	114837	$ 16.0	$ 1,834,169	$ 666,897	$ 1,167,272	
2028	117133	$ 17.6	$ 2,057,937	$ 680,235	$ 1,377,702	
TOTAL DISCOUNTED BENEFIT						$4,293,371
Library Research Benefit	Research Use Annual Averag	Average Cost Per Art	Operating Cost for Resear	Annual Benefit		Discount Rate 7
2024	25321	$ 5	$14,231	$ 112,374		
2025	25827	$ 5.10	$14,516	$ 117,204		
2026	26344	$ 5.20	$14,806	$ 122,235		
2027	26871	$ 5.31	$15,102	$ 127,476		
2028	27408	$ 5.41	$15,404	$ 132,934		
TOTAL DISCOUNTED BENEFIT						$534,148
Community Rooms Revenue	Large room rental revenue a	Kitchen rental reven	Small room rental revenu	Overhead	Annual Benefit	Discount Rate 7
2024	$ 9,000	$ 6,000	$ 5,600	$ 5,000	$ 15,600	
2025	$ 9,000	$ 6,000	$ 5,600	$ 5,250	$ 15,350	
2026	$ 9,300	$ 6,200	$ 5,700	$ 5,513	$ 15,688	
2027	$ 9,600	$ 6,400	$ 5,800	$ 5,788	$ 16,012	
2028	$ 9,900	$ 6,600	$ 5,900	$ 6,078	$ 16,322	
TOTAL DISCOUNTED BENEFIT						$69,170.84